

[053] Finally, in the interest of completeness, it should be pointed out that even with a power train with a double clutch transmission 43 ~~(not represented in the Figure)~~, a damping of the clutch grabbing vibrations can be attained in that, using the clutch actuator of the second transmission clutch, the latter can be momentarily, periodically closed at least partially with the already mentioned phase offset in order to reduce the amplitude of the disturbing vibration by the braking action so triggered.